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## ROAD COURSES IN CURRICULUM WILL HELP TRAFFIC

There are few better illustrations, perhaps, of the manner in which those charged with the conduct of modern and up-to-date school systems recognize and respond to the necessity for keeping pace within the school room with the progress constantly being made in the practical facilities of life than the recent action of our board of education in providing for giving the "rules of the road" for automobiles a place in the department course of study.

The day has been in the memory of us all when such action would have been considered revolutionary and absurd, a foolish attempt to upset the entire establishment system of education, and to substitute for the age-hallowed methods of the fathers those of the machine shop. Now the innovation, suggested by the California State Automobile association, is accepted, and nothing could be suggested, perhaps, which would be more certain to receive general public approval.

As President George E. Gallagher of the board of education, in submitting the resolution providing for the new feature, well stated, the universal employment of motor vehicles upon the streets and highways of the state, "creates a necessity for familiarity on the part of the public with the state rules regarding motor traffic, obviously in the interest of public safety and the facilitation of such traffic."

It is scarcely necessary to state that his resolution had the hearty support of his colleagues, and I may add also that the superintendent has accepted with most hearty good will, for himself and his staff, the duty of framing those additions to the existing course of study which shall provide for this new and most important instruction. I take satisfaction in believing that this additional instruction will be not only important in itself, but far-reaching in its influence. We do not propose to rest content with giving the boys and girls now attending school that information necessary to make them "safe and sane" in their handling of motor vehicles. The new feature in the course of study will go much farther than that.

An important part of the duty of the teachers imparting the additional instruction to the pupils of our schools will be to see that through such pupils it also reaches the entire parent body of our community. Everyone knows that in matters of practical instruction such as this, there is no more effective instructor than the son or daughter, well taught and eager to transmit the information so acquired. The day is not distant, I hope, and confidently believe, when ignorance of the "rules of the road" will be an "unknown quantity" in our city and state.

Nor is it my idea that, in adding in the manner proposed to the scope of our course of study, we should confine ourselves narrowly to the one feature of proper conduct in connection with automobile traffic. There is the broader question of the proper use of streets in general, with others connected therewith. Years ago I pointed out the need of more park and playground space for our children, that the proper opportunities for recreation in the open air so necessary to their health and general well-being might not be lacking, thereby bringing about the always dangerous misuse of the city's roadways for playground purposes.

But while parks and playgrounds continue to be a vital necessity for the well-being of our youth, as well as for that of the adult population, it should not be lost sight of that the progress which I rejoice to see our city continually making in this respect makes more and more needless that dangerous misuse for play purposes of our public roadways.

We cannot too strongly impress upon our children, therefore, in school and out, that the streets of our city, from curb to curb and between crossings, are vehicle roadways and not footpaths; that they are not playgrounds, nor skating tracks, nor toboggan slides, and that the realization and observance of these simple facts may mean something measureless in keeping suffering and care, bereavement and desolation from their own homes.

Instruction such as this may well be given, in my opinion, along with that which we are now to give in our schools in the interest of safety in street traffic, since everything of this character must work to the same vitally important end, the preservation of human life. The nearer we come, as time goes on, to teaching not only the wisdom of books and bookmen, but also the life and true living, embodying as this will, not only necessary care of ourselves and our own interests, but a proper recognition also of the rights of others, the nearer will our schools, excellent as they are already, approach to that perfection for which we must ever strive.

### CLUTCH LUBRICATION IS MOST IMPORTANT

One of the most commonly neglected parts of the car, so far as lubrication goes, is the clutch-operating mechanism. In the case of disk clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil the thrust collar and lever require oiling by hand. The service of these parts is exacting, and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be frequently lubricated.

### PLUG GAP CAUSE OF ENGINE TROUBLE

Owners of cars containing small-bore six-cylinder engines sometimes complain of the difficulty of obtaining proper idling. The owner usually assumes that the carburetor is at fault. As a matter of fact, the trouble is usually caused by the spark plug gaps being set too close. This causes the motor to roll when idling, with all the symptoms of loading. By increasing the spark gaps and cleaning the plugs the trouble will be cured.

## 1920 MODELS OF BUICKS ARE NOW ON THE MARKET

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### HUB CAPS SHOULD BE CLEANED MONTHLY

When putting the car in commission for the year and every month during the running season the hub caps should be thoroughly cleaned out, all the grease and verdigris removed, after which the caps should be repacked with fresh grease. It is also well to clean out the hubs and bearings, washing them thoroughly with gasoline, so that dirt and grit will be dislodged. When this has been done the moving parts should be put back in place, and the car can be driven without fear of improperly lubricated axles.

### RACING COLD MOTOR IS BAD PRACTICE

A cold motor should be warmed up slowly, as it is dangerous and detrimental to race or accelerate a cold motor. This does more harm than constant service under a full load at correct motor speed. Never race a cold engine. Where this instruction is disregarded and this engine is speeded up beyond the speeds which are indicated as the safe running speeds you are inviting trouble, repairs and expense.

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